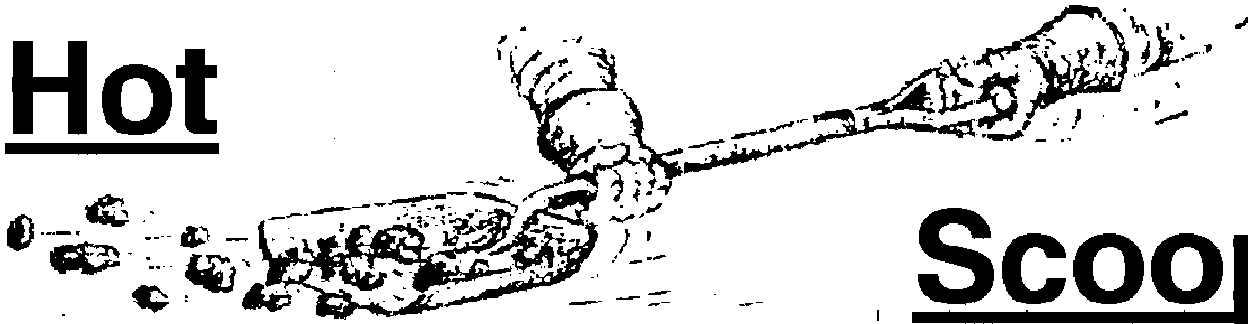


Hot



Scoop

Hot Scoop Shovel Logo by Larry Rose
A publication dedicated to Pacific Southwest Railway Museum members

April 2006

MUSEUM NEWS

VOL XIX NO IV

*** Tecate Trips Continue To Be a Big Favorite ***

PSRM's ***Tecate Special*** on March 18th marked the 14th trip since we re-started these popular all-volunteer specials in June of 2004. Even though the weather was cold and rainy we had a sold-out train of happy umbrella-toting riders. Our top-rate trainmen **Bob** and **Sandy Schussler** and **Duane Dubke** did their usual wonderful job taking care of our 158 passengers, while engineer **Don Getz** and brakeman **Bob Nickles** ran a safe and smooth train. Many passengers commented upon their arrival at Campo what a fine job our crew had done in making their journey to Tecate a memorable one, and many planned on returning for a future trip in warmer, drier weather! *Our May trip is already sold out, and April and June are close to being sold out!*

Here we see Don Getz and Bob Nickles with SP #3873 and the nicely restored Tecate depot. These gentlemen have been engineer, conductor and brakeman many times on this popular excursion. *Randy Houk photo*



***** President's Report ***** *Jim Lundquist*

Last month I had the opportunity to speak to the County's Historical Resources Board regarding the ongoing plans for the Camp Lockett Historical Park. Allow me to bring you up to date, and the Museum's interest in these plans.

Campo was once home to a military base known as Camp Lockett. During WWII, the base's role was to protect the border and the SD&AE Railway. This was accomplished on horseback, with the last of the Buffalo Soldiers. This historic site has both United States interest (border protection), and local interest (SD&AE Railway). The Buffalo Soldiers were black men, and the state has no parks dedicated to black history. No doubt, the fact that the railroad was there played a pivotal part in its location – the railroad brought in horses, food, supplies and men to the camp. After the Buffalo Soldiers left, the Camp became a prisoner of war and military hospital. When the Army left, the County was given the site, which became a high school and children's honor camp. The high school relocated in 1978, and we purchased the gym site (which is now our Shop Building) and the boy's camp is still located there.

The Museum has always been supportive of the establishment of a park in Campo. This historic site remains almost intact and needs to be saved. Also, the museum stands to gain with additional attractions for our visitors as well as amenities for the public. The need to protect the open space around the depot is great, as a large part of the depot area ambiance is the fact that it is open in all directions – with the open space to the south and east and the Campo Creek open meadow to the west and north. Imagine the depot and our Museum sitting in the middle of this site, with parking spaces, public bathroom, park benches, display buildings, horse stables and horse rides, maybe camping sites could also be included. Couple this with the Stone Store and the Truck Museum and you have a real destination for East County. It is this vision that first led me to find others interested in making this come true for our community.

In meetings with Supervisor Dianne Jacob a few years ago, we presented this idea. She was supportive, and the State of California Parks Department originally was supportive also. The State now tells us that they don't have the financial resources to proceed with the development of the Park, and at the County's Historical Resources Board we learned that the County is going forward with the idea on its own. I expressed our continuing support of the development of the park, and we will be represented on the Advisory Committee as well.

WE GET LETTERS

A concerned member recently wrote me "... about a problem this is causing the Museum money and a lot of wasted time..." The letter outlined their concern that a membership renewal notice was sent to them after they had renewed. I bring this letter up to praise the member for bringing up a potential cost savings and to highlight how great our all volunteer organization is that saves us hundreds of thousands of dollars each year.

For a normal company, they might hire a firm to manage the membership renewal process – notices, solicitations, renewals, bookkeeping, etc. And certainly, one would hope that the organization would not be "double booked" for sending out a renewal notice for a fee after receiving a membership renewal already. For us, this huge job has been broken down into components that several volunteers can handle for us. Each month, Randy Houk electronically sends a list of renewing members to Ken Helm in Louisville, Kentucky. Ken then addresses the notices and sends out the renewal letter and return envelopes. Once a member sends in their renewal, it goes via US Mail to our La Mesa Depot, where it can spend a few days awaiting pickup by Larry Rose and a few days for Tanya Rose to process the renewals. After a time, Tanya notifies Randy Houk electronically to update the membership roster to reflect those members who have renewed. This entire process can take a few weeks, but, it's all done by unpaid volunteers, at no cost to the Museum. What about the stamps, the envelopes, the letters, the computers? Randy Houk maintains his computer and programs at no cost to the Museum. Ken Helm copies and mails the renewal notices from Kentucky at no cost to the Museum. Larry and Tanya Rose do the same for the membership cards and letters. So – the entire process, from start to finish, is completed 100% by volunteers and at absolutely zero cost to the Museum. That's the PSRM way and that's why we can keep our Museum open and growing without the financial backing of large government grants. The same philosophy allows us to stretch those donations we do get – by using volunteers to manage, plan and, in many cases, complete many tasks; we take a \$1 donation and do projects that many other organizations require \$2 to \$3 to complete.

It's our members who make our Museum so GREAT! Many thanks to all involved, both out front and behind the scenes (how many of you knew that Ken Helm in Kentucky was doing the mailing of renewals), who work so hard without financial reward for our Museum. The only reward we usually see is a small child on the lap of a grandparent enjoying the day at Campo or La Mesa and learning about our rich railroad history. I continue to praise all of you for all you do. Keep the faith. We are making a difference in our community.

WE GET EMAILS

"Just a short note to complement you and your colleagues on a "job well done" this past weekend. While it was a little cold and wet, we all had a great time. Kudos to a most professional and dedicated staff of volunteers. We'll be back! Mike D."

A huge Thank You goes out to all involved in these Campo to Tecate trains. The public loves what we are doing. So many people to thank – ticketing, reservations, operations, equipment, financial, office support, and the list goes on and on. We are making a difference in our community. Thanks for all you do.

CONGRESS OF HISTORY

Many thanks to Bruce Semelsberger and his team for putting on a great conference this past month at CSU San Marcos. Bruce did the whole thing without financial requests from the Museum. It was good to see so many museum members in attendance for the two days. We also received a certificate from the Congress of History for preserving a large part of San Diego's history. Look for a separate article on the conference in the *Hot Scoop*. Thank you Bruce and friends.

ANNUAL DINNER

A GREAT time was had by all. Congratulations to all award winners, especially Larry Rose, for Railfan of the Year. Look for an article in this issue of the Hot Scoop. Thanks also to Diana Hyatt and Sandy Schussler for organizing the evening.

NEWS FROM ASSOCIATION OF AMERICAN MUSEUMS

Dear Mr. Lundquist, Thank you very much for completing the 2005 AAM Museum Financial Information Survey on behalf of your institution. According to the information you provided, of the museums answering the survey the Pacific Southwest Railway Museum is the largest museum (as measured by operating expenses) to have no year round paid staff. Sincerely, American Association of Museums, Washington, DC

For some time, I've been telling you how great our all volunteer museum is and how proud I am of our efforts to save our history for our community. I believe the above message says it all. Stand tall and proud, PSRM members.

*** Operations Volunteers *** *Randy Houk*

We have a group of extremely dedicated, hard working people who continue to make the trip to Campo each Saturday, Sunday and School Train Tuesday to keep our demonstration trains running. We ran 13 trains in March, carrying 482 passengers.

Jim Baker	Darrel Bivans	Steve Clark	Dave DiGiorgio	Duane Dubke	Marcus Ferrill	Don Getz
Randy Houk	Seth Miller	Bob Nickles	Linda Ovadia	Mark Ovadia	Dick Pennick	Don Pope
Kathy Reeves	Ann Ruppert	Rob Stebbins	Robin Wonders	Bob Schussler	Sandy Schussler	

*** Donations ***

Buchanan, Robert D. Mr. & Mrs.	Crane leg	\$10
Cart Mart of Escondido	Electric maintenance cart	9200
Kehr, Herbert G.	REPORT	100
Kinum, Ronald	General Fund	50
Rose, Larry	Custom depot windows	3600
Rose, Larry	Electric maintenance cart	4600
Thometz, Michael C.	General Fund	25

*** Election Results ***

Sandy Schussler reports that for the special election held for Treasurer there were 160 Ballots received. Of the 160 Ballots, 5 were eliminated. One was the wrong Ballot and 4 were discarded because the outer envelopes were not signed. The total votes for Dave Roesch to fill the open seat of Treasure was 155.

Congratulations Dave, we look forward to welcoming you as our new Treasurer.

*** 2006 Annual Dinner *** *Diana Hyatt*

The Museum's tradition of an Annual Dinner and Membership meeting was celebrated once again with camaraderie and commendations on Thursday, March 2, 2006 at Tom Ham's Lighthouse. Special thanks goes to **Sandy Schussler** for her organizational assistance, including designing the flyer, obtaining the door prizes and printing programs for the event.

Sandy successfully gathered 27 door prizes from various donors: **Balboa Park Visitors Center, Extreme Expressions, Live Oak Springs Resort, Reeds Hobby Shop, Larry & Tanya Rose, San Diego Harbor Excursions, San Diego Zoo, Bob & Sandy Schussler, Laverne Tarantino & John Tarantino, Tom Ham's Lighthouse and The Whistle Stop**. Thanks to **Eileen Getz** for selling raffle tickets at the dinner, the Museum realized a profit of \$197.

Members were able to socialize and look over the displays and door prizes. A display board was made honoring our 2005 volunteers in action and is now on display in the lunchroom at Campo. **Dick Pennick** and **Jim Lundquist** helped me track down the display case for the Gold Spike and Jim and **Larry Rose** visited the bank to remove the spike from safekeeping for this one night; it was re-assuring to have it at our Annual Dinner celebration once again.

Attendees included Albert "Barney" Barnier, a longtime member and supporter who traveled from North Carolina. Barney held the distinction of traveling the farthest distance to attend our dinner. Seth Miller held the distinction of traveling the shortest distance to attend the dinner as he lives on a boat moored in the bay near downtown. Other attendees of distinction were Caroline Braun, Senior Field Representative from Supervisor Dianne Jacob's office and our guest speakers, Mr. Joseph Yanuzzi, General Manager, Coaster Commuter Service and Senator James R. Mills, President, Train Riders Association of California.

Mr. Joseph Yanuzzi, General Manager of the Coaster Commuter service spoke about how he hired on with the Penn Central, then worked for Conrail and through his liaison work with Amtrak was offered a job there during its infancy in the early 1970's. Joe has worked in various positions and locations for Amtrak for the past thirty five years. With Amtrak's loss of the Coaster Commuter contract effective June 30, 2006, Joe will continue his work on a team to be formed that will be devoted to aggressively acquiring commuter contracts for Amtrak nationwide.

Senator James R. Mills spoke about the future of commuter transportation for San Diego County including the lack of planning to replace old, worn out 90 pound rail on the San Diego Trolley's South Line.

In addition to the annual Railfan of the Year award, we changed the award system to include special recognition to an outstanding volunteer in each of the Museum's five departments: Administration, Equipment, Facilities, Museum Services and Operations. The Administration award went to **Dave DiGiorgio**, Equipment award to **Mike Chisholm**, Facilities award to **Bill Armfield**, Museum Services award to **Bob Schussler** and Operations award to **Dick Pennick**. The Railfan of the Year award went to **Larry Rose**, who, unbelievably, had never won the Railfan of the Year award before! In addition to an engraved plaque, each award winner received an additional award for their community service signed by Supervisor Dianne Jacob.

Everyone in attendance at this year's annual dinner had a great time. Next year's awards ceremony should be even better thanks to the time-tracking of volunteer hours by **Jim Baker**. Please make sure to join your friends at next year's annual dinner. Also, keep an eye out for our upcoming BBQ at Campo!



GP9 #3873 leads the Golden State towards Miller Creek on March 25, 2006. Randy Houk photo

*** Crane Leg Fundraising off to a Great Start *** *Dick Pennick*

As I write this, the "Pass-the-Hat" fundraiser to replace the missing hydraulic stabilizing leg for our Koehring 15-ton crane has passed the half-way mark with \$2,545 in the fund! One member chipped in a whopping \$1,000!

We need just \$2000 more to put this one to bed.

Here's an alphabetical list of the donors to date:

Darrel Bivans	Walt Lester	The Bramblett family	David Nearing
Ervin Brundage	Dick Pennick	Bernie DeSelm	Therese Tanalski
Gales Trust	Theodora Inman	Richard & Joyce Tullis Trust	
Don Getz	Larry Williams		

Thank you, one and all, for your generous outpouring of support for this project. Hopefully, by the time you read this, we will have successfully placed another key piece of maintenance equipment at our disposal.

*** La Mesa Depot *** *Dick Pennick, La Mesa Depot Museum Coordinator*

The Museum is pleased to welcome member **Naomi Title** as a Docent-in-Training at our La Mesa museum. She will work with regular docents **Dr. Sid Saltzstein**, **Ed Smith**, **Bruce Semelsberger**, **Duane Dubke** and **Dick Pennick** during her training period.

*** Steam to Debut in April at Riverside County Museum ***

Although PSRMA is in the process of returning possibly two of its historic steam locomotives to active service, it may be several more years before that is a reality.

In the meantime, Orange Empire Railway Museum -- our sister museum at Perris in Riverside County -- has recently completed its multi-year restoration of ex-Ventura County Railway oil-burning 2-6-2 No. 2 and will roll it out for its first operation on the weekend of April 22 -- 23. This is the group's annual "Train & TrolleyFest".

This 1922 Baldwin-built former logging engine was purchased from W. E. Standish a number of years ago by the late **Terry Durkin**, one of the founding members of PSRMA. Durkin later sold the engine to OERM for operation. (Dick Pennick)

*** La Mesa Adult Center to visit Campo Museum ***

The La Mesa Adult Enrichment Center (formerly the La Mesa Senior Center) will visit our **Campo Railroad Museum** on May 20th (Armed Forces Day) and has chartered a car on our very popular monthly train trip to Tecate, Baja California Norte, Mexico. This fundraiser for the Center will also include lunch at Tecate, a tour of the Tecate Brewery, and (if time permits) a tour of our Visitor's Center at Campo.

This event was put together by Carol and Gordon Jones. Gordon is a former member and director of PSRMA and is currently president of the La Mesa Historical Society. (Dick Pennick)

*** First Annual "Roundup" Will Be Staged at Campo ***

The new Campo-Lake Morena Business Association, of which PSRMA is a Charter Member, has put together its first annual "**Campo -- Lake Morena Roundup**", to be held at the DDD Ranch, 1850 Lake Morena Dr., Campo (2 miles north of the Campo Railroad Museum) on Saturday, April 8th, 7 a.m. -- 4 p.m. This brand-new community event replaces the former "Campo Wild-West Days".

We encourage our members and their families and friends to come out and spend a day in our beautiful backcountry. This is a working ranch, so -- as part of the day's activities -- calves will have to be branded and made into steers. Since members now ride free on any non-reserved seat train, spend a few hours at the Roundup; slip over to the Museum and catch the 11 a.m. train, tour our Visitor's Center, and return to the Roundup for some ranch-style grub. Tickets are \$5, under 12 free. (Dick Pennick)

***** Hollywood Comes to Campo ***** *Jim Lundquist*

When the Fox history channel producer came looking for railroad history to make a film, our Museum was honored to host them at Campo. For a second time, a history film company came to us for filming, this time the subject was President William Howard Taft and his whistle-stop campaigning on private cars. The budget minded Production Company was able to use the #050 and the #1509 for two shots on the campaign trail representing two different periods – one for the first election in 1909 and one for the reelection efforts in 1913 of the former President. And, with the magic of Hollywood, they actually filmed in our pit and turned the shop building into an indoor auditorium where President McKinley was shot and killed.

This effort matches exactly our primary purpose as a Museum – the education of the public on railroad history. What better way of educating the masses of the importance of railroads than a documentary of the President of the United States traveling by train on a television program which will reach thousands of people? – many more than possible with our normal efforts at Campo for an entire year! Of course, as with any business, we also need to pay bills, and the filming effort brought us a net income which represents double the normal net income for us for an entire weekend! Wow – presenting history and funding to preserve history – what a win-win it was for us. Of course, wherever we host visitors, there is some disruption to our normal routine – and that's what we were paid for. Thanks go out to the volunteers who were inconvenienced for the two days as our Museum was used as an educational tool. I noticed several of our volunteers took time out of their normal duties when filming required "quite on the set" and had an opportunity to watch the wonders of the film crew. Without visitors, we can't be an educational museum, and I sure was proud of how we hosted our visitors that weekend. A special thanks goes out to Seth Miller for his help, while I was required to take a day off from work without pay to oversee the filming.

This same company was able to use our facility last year for a soon to be released film on Bat Masterson. Look for that one soon. This company is making plans for a higher budget movie next year, and, has promised to come back for more filming with an even bigger financial windfall for us. We look forward to hosting them again as it meets both of our primary purposes – education and income. Thanks to all involved.



Film crew group shot at the end of the day, on and near the vestibule of #050. Randy Houk photo

*** Steam Whistling *** *Jim Baker, Steam Foreman*

March was a bit slow for the Steam Team, since several of us were out of town. However, I understand that **Bob Nickles, Rich Childs, and Mike Lucek** were there one or both days of our March work weekend.

As reported last month, sometime in the past, someone removed a cylinder head and piston from CW#46. We cleaned out the cylinder and replaced the piston and head, just so these important parts wouldn't somehow get "lost." However, we didn't know where the cross-head and cross-head guides for that piston were. So, one of the things Bob, Rich and Mike did, was to try to locate those parts. They were unsuccessful, but I'm happy to report that this past weekend, Bob and I were able to do so. Now, all we need to do is to find a safe and secure place to store them.

Our major project for this year is to prepare the SP 2353 and Coos Bay 11 for boiler inspections to determine the feasibility and cost of repairs to put these engines back into operation. The Coos Bay will be our first undertaking, so Bob and Mike started cleaning out the smoke box so we can remove the tubes.

On my trip to Washington State, I ran into a couple of young gentlemen who really, REALLY, **REALLY**, would like to have the CW 46 mallet to restore and operate. They have proposed a trade: they would do a complete overhaul of the Coos Bay in exchange for getting title to the 46. Of course, this is a very preliminary offer; they need to take a look at both engines, to see what all they are getting into. We would need to look into their capabilities and financial backing, among other things. We wouldn't want to ship the Coos Bay off to Washington, and then have them be incapable of completing the job. There will be lots and lots of details to be worked out before any decisions are made, but I think that this offer will be well worth investigating further.

Our next scheduled work weekend is be Friday and Saturday, April, 7th and 8th. We will try to move the Coos Bay to a better location for working on tube removal, do more work on cleaning out the smoke box and fire box, and the never-ending job of cleaning out and organizing the boxcar. Come on out and join us! Also, we'll be having our quarterly meeting at my house at 7:00 Monday evening, April 10. We'll be discussing the work on the Coos Bay and the potential trade deal.

For further information or questions, please contact the Steam Foreman at baker@sdrm.org or 619-670-7441. Hope to see you there!



SP #2353 leads a demonstration freight for Trains Unlimited on April 15, 2000. Randy Houk Photo

*** Requiescat In Pace ***

The Museum mourns the recent passing of member **Wilbur C. Whittaker** of Mill Valley, Calif. He died at home on January 31st with his devoted wife, Anna, at his side. He was 98.

A long-time employee of the Southern Pacific Railroad, "Will" began taking train photos in 1937 and eventually accumulated a vast collection of images that included main-lines, short-lines, logging and other industrial lines, and electric interurban railways – his first love.

Anna continues to donate manuscripts written by Will's long-time good friend and fellow railfan, the late Robert Hanft – also a former Museum member who penned the last tome on our local railroad – *SD & A: The Impossible Railroad* -- in the 1980s.

The Museum extends its heartfelt condolences to his widow, Anna, and family. (Dick Pennick)

*** News Story on Garcia, Mexico Train Trip Misleading ***

A Feb. 27th article in the San Diego Union-Tribune reported on the Museum's special train to Garcia, Mexico (near Tijuana) on Feb. 4th.

The story – written initially for the paper's Spanish-language weekly, *Enlace* -- suggested that PSRMA would be involved in the operation of a planned rail commuter service between Tijuana and Tecate, possibly "by the end of the year".

Although we were flattered that the Mexican railroad officials even considered us in that role, President **Jim Lundquist** – in a March 13th clarification article – was quick to acknowledge that the proposed commute service has been talked about but Mexico has not asked us to perform that service and no contract has been signed. **Lundquist** was quoted as saying "we [PSRMA] could run the service if they asked us to and if we won the contract".

A spokesman for the Baja state government agency in charge of the project reported to the paper that "negotiations are underway to contract with an agency to operate the train ... and the museum is one of the agencies being considered".

It's true that we are blessed with some of the best volunteer railroaders of any non-profit rail museum in the country. And it's also true that we are the only non-profit, all-volunteer rail museum in the country to operate its museum trains across an international boundary on a regular basis. But running a full-time, 7-day a week, commuter railroad in a foreign country? Wow! (Dick Pennick)

*** Clarification to "Rare Mileage" Article in March *Hot Scoop* ***

Larry Rose's report on our Feb. 4th trip to Garcia, B.C. Norte, Mexico in last month's *Hot Scoop* failed to mention that **Gary Jacobs** and his lovely wife **Jeri-Ann** are long-time members and supporters of PSRMA and its steam program. (Dick Pennick)

*** PSRMA Volunteer Opportunities Listed *** Dick Pennick, Media Coord.

Some of the many volunteering opportunities at our two venues in Campo and La Mesa are now listed in detail with a free local online service called "Volunteer San Diego".

From "Fundraiser-Grant writer" and "Mechanic Helper" to "Youth Program Coordinator" and "Trainman", 14 sample opportunities are listed. Interested parties inquiring about a specific opportunity will be provided with a detailed description of that opportunity. To see what's currently listed, check the VSD website at: www.volunteersandiego.org/agencies/viewAgency and enter "Pacific Southwest Railway Museum Association".

*** New Museum Acquisitions ***

La Mesa resident Eileen Phillips visited our **La Mesa Depot Museum** on a recent Saturday to donate a nice collection of railroad-related items collected by her late sister, Nana Berrey, in Jacksonville, Florida.

This diverse assortment includes various original signs from Pullman sleepers and other railcars, e.g.: "Kindly Flush Toilet After Each Use Except When Train is Standing in Station"; annual passes; uniform buttons; Trainmen's hat badges; silver-plate dining car service items, etc.

PSRMA thanks Ms. Phillips for her thoughtful donation.

*** Scout Troops Plan Outings at Campo *** *Dick Pennick*

Representatives from two Boy Scout troops in San Diego visited our **Campo Railroad Museum** recently to evaluate opportunities for overnight camping experiences on the property or along the rail line.

One potential opportunity – overnight camping at the old Clover Flat siding site (MP 71.8) on the SD & AE Railway – is still awaiting approval from the SD & AE. The other site, which is currently available, is on Museum property at Campo.

Dick Pennick gave one Troop leader a personal visit to the Clover Flat site on Friday, March 17th and the second Troop leader viewed the site from the Museum's March 18th train. Both were also shown the available camping sites at the Campo museum.

One group had planned to camp onsite over the weekend of March 18-19, but bad weather cancelled the outing. The second group plans an overnite on May 20-21st to work on requirements for the "Railroads" merit badge.

Opportunities are also available for Museum service projects. Youth groups that complete an assigned project will be given a complimentary ride on one of our non-reserved weekend trains. **Pennick** said he could use some input on suitable 3-4 hour youth service projects at the Campo site, for a master list.

*** The Importance of Good Communication ***

The following are actual transactions between locomotive engineers and the repair departments of several unidentified railroads (courtesy of the Willamette – Cascade Model Railroad Club newsletter in Eugene, Oregon). The "problem" as reported by the engineer is identified by (P); the "solution" as reported by the repair department is identified by (S):

(P): Thin flanges on #3 wheelset almost need replacement.

(S): Almost replaced #3 wheelset.

(P): #2 traction motor seeping oil.

(S): #2 traction motor seepage normal. #1, 3 and 4 motors lack normal seepage.

(P): Something loose in cab.

(S): Something tightened in cab.

(P): Evidence of leak in crankcase.

(S): Evidence removed.

(P): Alerter volume unbelievably loud.

(S): Volume set to more believable level.

(P): Engine missing.

(S): Engine found under hood after brief search.

(P): Locomotive dances up and down when brake applied up to 89 mph.

(S): Could not reproduce problem in enginehouse.

(Dick Pennick)

*** Web page update *** Randy Houk

Don't forget that our web page has a link for our volunteers: www.psrn.org/members/. You can see old issues of the *Hot Scoop*, the *Report* and crew callboards. The username is "**volunteer**" and the password is "**2353**". There you can see our updated archive of *Hot Scoops*.

*** Year 2006 Dates of Note ***

	April	May	June	July	Aug	Sept
School Train	18	16	20	18	15	19
Tecate Train	22	20	17	15	19	23
Board meetings	20	18	15	20	17	21
Museum Services meeting	18	16	20	18	15	19
Deadline for Hot Scoop articles	28	28	28	28	28	28

Your Board meets the 3rd Thursday each month, 7 PM at Trinity Church, 3902 Kenwood Drive, Spring Valley.
Museum Services meets the 3rd Tuesday, 7 PM at Ted Kornweibel's house, 6334 Lake Decatur Ave., San Diego.

*** Article Submissions ***

Please submit articles in pure text (.txt) or MS Word (.doc) format. E-mail to hotscoop@sdrm.org is preferred.
The deadline for article submissions is the 28th.

*** Phone numbers and e-mail *** Web: www.psrn.org or www.sdrm.org

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